

# The China Mail.

Established February, 1846.

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號二十一七九年八月二十日

HONGKONG, TUESDAY, JULY 22, 1890.

日六初月六年寅庚

PRICE, \$2 PER MONTH.

## AGENTS FOR THE CHINA MAIL.

LONDON.—E. ALDAS, 11 & 12, Clement's Lane, Lombard Street, E. C. GEORGE STREET & Co., 30, Cornhill, GOURDON & GOTCH, Ludgate Circus, E.C. HATER HANDS & Co., 37, Walbrook, E.C. SAMUEL DIACON & Co., 150 & 154, Leaderhill Street, W. M. WILLIS, 151, Cannon Street, E.C. ROBERT WATSON, 151, Fleet Street.  
PARIS AND EUROPE.—ANDERSON PRINCE, 35, Rue Lafayette, Paris.  
NEW YORK.—J. STEWART HAPER, THE CHINESE EVANGELIST OFFICE, 62, West 22d Street.  
SAN FRANCISCO and AMERICAN PORTS generally.—BEAN & BLACK, 809 Franklin, AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.  
QUEENSLAND.—SMITH & Co., THE FORTIES CO., CO., CO., CO., SINGAPORE, STRAITS, &c.—SAFETY & CO., SAFETY, SINGAPORE, CO., CO., CO., CO., CHINA.—MUNGI, F. A. DE CRUZ, AMAR, N. MOLEIR, FERDOW, HEDGES & CO., SHANGHAI; LANE, CRAWFORD & CO., CO., KELLY & WALSH, Yokohama; LANE, CRAWFORD & CO., and KELLY & CO.

## Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital.....\$7,500,000  
Reserve Fund.....\$4,690,000  
Borrower's Liability of Pic...\$7,500,000  
Pretors.....

Court of Directors.  
Chairman—H. L. DALRYMPLE, Esq.  
Deputy Chairman—J. S. MOORE, Esq.  
T. E. DAVIES, Esq. Hon. A. P. MCWEN,  
W. H. FORBES, Esq. S. C. MICHAELSEN,  
H. HOPKINS, Esq. Esq.  
Hon. J. J. KEEWICK L. POZENDOERFER, Esq.  
ALEX. MC CONAUGHEY, D. R. SAISON, Esq., Esq.

Chief Manager.  
Hongkong—T. JACKSON, Esq.  
Manager.  
Shanghai—JOHN WALTER, Esq.  
LONDON BANKERS—London and County  
Bank.

HONGKONG.  
INTEREST ALLOWED,  
On Current Deposit Account at the rate  
of 2 per cent. per annum on the daily  
balance.

On Fixed Deposits—  
For 3 months, 3 per cent. per annum.  
" 6 " " 5 per cent. " "  
" 12 " " 5 per cent. "

LOCAL BILLS DISCOUNTED.  
Credits granted on approved Securities,  
and every description of Banking and  
Exchange business transacted.

Drafts granted on London, and in the  
chief Commercial places in Europe, India,  
Australia, America, China and Japan.

THOMAS JACKSON,  
Chief Manager.  
Hongkong, May 18, 1890.

**NOTICE.**

RULES OF THE HONGKONG  
SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Suma less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and the end of July.

6.—Communications as to the business of the Bank if marked on Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the  
HONGKONG & SHANGHAI BANKING  
CORPORATION,  
THOMAS JACKSON,  
Chief Manager.  
Hongkong, May 18, 1890.

**Intimations.**

THE SONKEI KOYAH PLANTING COMPANY, LIMITED.

NOTICE is hereby given that SHARES Nos. 245/2460, SCRP. NO. 112, in the above Company have been declared FORFEITED FOR NON-PAYMENT OF CAPITAL, due 16th August, 1889, and Fresh SCRP. has been issued for the same.

GIBB, LIVINGSTON & Co., General Managers.

Hongkong, July 15, 1890.

**THE SONKEI KOYAH PLANTING COMPANY, LIMITED.**

NOTICE is hereby given that unless the Second Quarter Share due the 1st June, 1890, on Shares of the above Company, Nos. 3470/3495, 3470/3525, 2671/2673, 3441/3445, 4100/4150, 4200/4250, 6274/6285, 3301/3310, is paid to the HONGKONG and SHANGHAI BANK & CORPORATION on or before the 1st instant, the said Shares will be FORFEITED in accordance with the power given in the Articles of Association.

GIBB, LIVINGSTON & Co., General Managers.

Hongkong, July 16, 1890.

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TELEGRAMS

(From Tohkin Papers)

HELIOGOLAND.

Paris, 17th July.

The English Parliament has ratified the Anglo-German Convention with regard to the cession of Heligoland.

## LOCAL AND GENERAL.

**PASSENGER CARS.**  
Owner, Baudin—Dernier, Mather,  
Brock, Mr. J. R. Borden, Tabor, G.  
M. Brown, G. P. Collier, G. E. Loder,  
July 1, *Bronx*, *Bombay*, *Gibraltar*,  
*Gladstone*, *Tabor*, *Carmarthenshire*,  
4; *Orcas*, *Conqueror*, *Norfolk*, *En-*  
*doveur*, 1; *America*, *Galley of Lorne*,  
*Clement*, *Niobe*, *Sir Speedy*, *Perseus*,  
15.

**ROADWARD BOUND**—Monday, July 1, An-  
tenor, Jason, 4; *Despatch*, *Hemery*,  
11; *Chesapeake*, *Gloucester*, *Hon-*  
*king*, *Ironsides*, *Montmoutshire*, *Shel-*  
15.

The Austro-Hung. L. S. N. Co.'s steamer  
*Melampus* left Singapore for this port  
on the 17th July, and may be expected  
here on or about the 22nd July.

The *K. Aragon*, *Apoor*, with mail, 22,  
from Calcutta, left Singapore on the  
18th July, and may be expected here  
on or about the 24th July.

The E. & A. S. Co.'s *Tempesta* left  
Port Darwin on the 16th July, and may  
be expected here on or about the 25th  
July.

The O. S. S. Co.'s *Leviathan*, from  
Liverpool, left Singapore on the 21st  
July, and may be expected here on  
or about the 27th July.

The P. & O. Co.'s extra steamer *Thales*  
left Bombay for this port on the 8th  
July.

**CHINESE CHURCH** arrived here yesterday  
from San Francisco in the Ocean.

The balance of the 'Report on public  
works' will be found on the fourth page.

During the week ending 20th July, 1890,  
139 European and 1,451 Chinese visited  
the City Hall Museum.

The British squadron, which had assembled  
at Yokohama, sailed from that port for the  
North West seas.

**Two Brigadiers** reported having passed the  
*Sea Nanking* bound up the Fuchow River,  
with starboard bow damaged and fore top-  
mast gone.

**Advice to Ordinary Citizens.**—If you meet  
a broker, lift your hat to him. He does  
not belong to the same category of mortals  
as commonplace merchants, traders, dealers,  
store-keepers and the like. He is a  
professional man. *Vade* his Acting Gover-  
nor a vindictory speech.

We must apologize to the honorable profes-  
sion of brokers for a printer's error in our  
issue of last night. One of the sub-headings  
we inserted in the Governor's closing  
speech was 'The Broker Profession'. The  
P. B., who seems to have a grudge at the  
profession, left the heading out, and the  
paragraph about brokers was brought in  
under the head-line of 'Squatting'. Pe-  
cuniaria.

The Band of the 1st A. & S. Highlanders  
will play the following programme at  
the Officers' Mess this evening, commencing at  
8 p.m.—

Overture... *Zanzibar*... *Alouette*.  
Valse... *Tout à Vous*... *Waldstein*.  
Selection... *Hannibal*... *Godfrey*.  
Coronet... *Jeanne d'Arc*... *Concorde*.  
Solo... *Chanteuse*... *Saltram*.

Mr. Robinson heard further evidence at  
the Magistrate's this afternoon in connec-  
tion with the charges of murder, robbery  
and kidnapping against Leung Kee Po,  
whose condition is asked for by the Chinese  
Government. Mr. Caldwell appeared for  
the prosecution, and Mr. Phillipps, in-  
structed by Mr. Rody, for the defense.  
The evidence for the prosecution was con-  
cluded, and the case was adjourned till  
to-morrow afternoon.

The *Firbrand* has been very fortunate in  
getting out of the *Prize*. The Chinese  
Times says there is no improvement in the  
condition of the river. There was only 77  
ft. of water in the reach on the evening of  
the 10th, and a lighter was stuck there all  
that day, while three others failed to reach  
the Bund. Captain Denison seized upon a  
lucky opportunity at the proper time, and  
got his ship over the obstruction during an  
abnormal tide, and is to be congratulated  
on his perseverance.

We acknowledge receipt of the first num-  
ber of a new weekly published at Macau in  
the Portuguese language under the title of  
*A Liberdade*; its programme being liberty,  
dignity, order, morality. Our new con-  
temporary appears to us to be nothing more  
nor less than the old *Independente* (the pub-  
lication of which was stopped a few weeks  
ago) in a new suit of clothes or rather with  
a new hat on. We wish it a long life and  
a successful career.

An Ambulance class has been formed in  
connection with the Hongkong Police  
Force, the indefatigable Dr. Christie having  
undertaken to initiate the members into  
the mysteries of splints, bandages, &c. At  
a meeting held at the Central Bureau to-  
day, a branch of St. John's Ambulance So-  
ciety was organized. Major-General Gor-  
don, Acting Captain Superintendent, was  
elected president, and the following  
committee, with Mr. G. W. Dargan as Sec-  
retary, were elected—Inspectors Mathie-  
son, Swanson, Scott, and Stanton; Gen-  
eral Butler, and Constables H. Smith, J.  
Gould, W. Bon, and W. McNeckin.

## Intimations.

**THE VICTORIA HOTEL  
COMPANY, LIMITED.**

INCORPORATED UNDER THE COMPANIES  
ORDINANCES 1885 TO 1886 OF  
HONG KONG.

**CAPITAL** ... \$150,000  
Divided into 15,000 Shares of \$50 each  
of which 5,000 Shares to be issued  
and credited with \$25 a share paid  
up in part payment of purchase  
money; 7,000 shares have been  
issued for and will be allotted  
and the remaining 3,000  
shares are now offered to  
the Public and are  
payable for as fol-  
lows, viz.

\$10 per Share, as Deposit, on Application.  
\$15 on Allotment.

\$25 when and as the same shall from time  
to time be called up under the provisions  
contained in the Articles of Association of  
the Company.

**Board:**  
THE HONGKONG & SHANGHAI  
BANKING CORPORATION,  
1, Queen's Road, Hongkong.

**Solicitors:**  
MESSRS. WOTTON & DEACON,  
36, Queen's Road, Hongkong.

**ABRIDGED PROSPECTUS.**

THIS Company has been formed  
for the purpose of purchasing or  
otherwise acquiring, all those pieces or par-  
ticles of Land situated at Victoria in the Island  
of Hongkong, and Registered in the Land  
Office as Sections A, B and C and the Re-  
maining Portion of Marine Lot No. 13, and  
Section A of Marine Lot No. 12, together  
with the tenements and buildings thereon  
known as the Victoria Hotel, and all the  
rights of the Vendor to reclamations and  
extensions seawards in respect of Section C  
and the Remaining Portion of Marine Lot  
No. 13 under and by virtue of the Praya  
Reclamation Ordinance 1889, and also any  
rights of the Vendor as he may have in such  
rights under the same ordinance in respect  
of Sections A and B of Marine Lot No. 13,  
and also of purchasing or otherwise  
acquiring the goodwill of the business  
of Hotel Proprietors, and Tavern Keepers  
as now carried on by Messrs Dorabjee and  
Hing all at the Victoria Hotel, together  
with all the Plant, Furniture, Fixtures and  
Stock of the Hotel.

The main object of the Company is to  
carry on the business of Hotel-keepers, and  
other businesses incidental thereto, on the  
premises at present known as the Victoria  
Hotel, and if need be to acquire other sites  
and erect other buildings for Hotel pur-  
poses, as empowered by the Memorandum  
of Association.

The present Victoria Hotel has been car-  
ried on under the successful management of  
Mr. Dorabjee Nowrojee for the last 6 years.

This gentleman has had 10 years experience  
as a Hotel Manager, and on the formation  
of the New Company he has consented to  
act as Manager of the Hotel, and Mr. Imaul  
Puley Madar, who has been in the service of  
Mr. Dorabjee Nowrojee for 10 years as  
Book-keeper and Assistant Manager, will  
be retained as Manager of the Hotel, and  
the Remaining Portion of Marine Lot No. 13  
will be let to him.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
ADAMSON, BELL & CO.,  
Agents.

## Intimations.

**Applications for shares should be made  
and forwarded to the Bankers of the Com-  
pany, together with the amount payable on  
application. Where no allotment is made,  
the deposit will be returned in full; but  
without interest, and in case a less number  
of shares will be allotted than is applied for,  
the surplus will be appropriated in whole  
or in part, as the case may be, to the pay-  
ment of the amount due on allotment.**

**These Agreements have been entered  
into, and are respectively dated the 11th  
June 1890, the 23rd June 1890 and the 11th  
July 1890.**

**Prospective forms of application for  
shares may be obtained from the Company's  
Bankers and at the Office of the Company's  
Solicitors, Messrs Wotton & Deacon, 35  
Queen's Road, Hongkong, and should be  
filled up and forwarded to the Company's  
Bankers on or before the 23rd day of July  
1890.**

**A copy of the Memorandum and Articles  
of Association of the Company and of the  
Agreements may be inspected at Messrs  
Wotton & Deacon's Office aforesaid.**

**Share Lists will close on Monday the  
23rd day of July 1890.**

**Dated the 21st day of July 1890.**

1300

## NOTICES TO CONSIGNEES.

**MOGUL LINE.**

**NOTICE TO CONSIGNEES.**

**STEAMSHIP ALBERTA,  
FROM GLASGOW, LIVERPOOL,  
PENANG & SINGAPORE.**

**CONSIGNERS of Cargo are hereby in-  
formed that all Goods are being landed  
at their risk into the Godowns of the  
Kowloon Wharf & Godown Co., at  
Kowloon, whence and/or from the wharves  
delivery may be obtained.**

**Optional Cargo will be forwarded unless  
notice to the contrary be given before  
NOON TO-MORROW.**

**No Fire Insurance has been effected.**

**Bills of Lading will be countersigned by  
ADAMSON, BELL & CO.,  
Agents.**

Hongkong, July 21, 1890.

1303

## SHIRE LINE OF STEAMERS.

**NOTICE TO CONSIGNEES.**

**S.S. BRECONSHIRE, FROM  
HAMBURG, ANTWERP, LONDON,  
PENANG AND SINGAPORE.**

**CONSIGNERS of Cargo are hereby in-  
formed that all Goods are being landed  
at their risk into the Godowns of the  
Kowloon Wharf & Godown Co., at  
Kowloon, whence delivery may be obtained.**

**Optional Cargo will be forwarded unless  
notice to the contrary be given before  
NOON TO-MORROW.**

**No Claims will be admitted after the  
Goods have left the Godowns, and all  
Claims must be sent in to the Office of  
the Undersigned on or before Noon on the 23rd  
Instant, or they will not be recognized.**

**No Fire Insurance has been effected.**

**Bills of Lading will be countersigned by  
ADAMSON, BELL & CO.,  
Agents.**

Hongkong, July 17, 1890.

1282

**CANADIAN PACIFIC STEAMSHIP  
COMPANY.**

**NOTICE TO CONSIGNEES.**

**STEAMSHIP PARTHA, FROM  
VANCOUVER, YOKOHAMA, NAGA-**

**SAKI AND SHANGHAI.**

**THE above Steamer having arrived, Con-  
signees of Cargo are hereby requested to  
send in their Bills of Lading for counter-  
signature, and take immediate delivery of  
their Goods from the Godowns.**

**Cargo impeding the discharge of the  
Vessel will be landed and stored at Con-  
signees' risk and expense.**

**ADAMSON, BELL & CO.,  
Agents.**

Hongkong, July 13, 1890.

1286

**Not Responsible for Debts.**

**Neither the Captain, the Agents, nor  
Owners will be Responsible for  
any Debt contracted by the Officers or  
Crew of the following Vessels, during  
their stay in Hongkong Harbour:**

**CHARLES S. WHITNEY, British ship, Capt.  
G. D. Spicer—Russell & Co.**

**D. T. TENNEY, American ship, Capt. D.  
E. Rodick—Gibb, Livingston & Co.**

**SIR H. MAXWELL, British barque, Capt.  
John Murray—Turner & Co.**

**VELOCITY, British barque, Captain R.  
Martin—Chicopee.**

**To-day's Advertisements.**

**DOUGLAS STEAMSHIP COMPANY,  
LIMITED.**

**NOTICE TO CONSIGNEES.**

**FOR SWATOW, AMOY & FOOCHOW.**

**The Co.'s Steamship  
Name,**

**Captain Pouncey, will be  
despatched for the above  
ports on THURSDAY, the 24th Inst., at  
11 a.m.**

**For Freight or Passage, apply to**

**DOUGLAS LAPRAIK & CO.,  
General Managers.**

Hongkong, July 22, 1890.

1304

**OCEAN STEAMSHIP COMPANY.**

**FOR LONDON VIA SUEZ CANAL**

**The Co.'s Steamship  
Name,**

**Captain Lee, will be  
despatched as above on  
THURSDAY, the 24th Inst., at 4 p.m.**

**For Freight or Passage, apply to**

**BUTTERFIELD & SWIRE,  
Agents.**

Hongkong, July 22, 1890.

1304

**DAKIN BROS. OF CHINA,  
LIMITED,  
CHEMISTS.**

**WE beg to draw the attention of Ami-**

**cour and Professional Photographers  
to our Stock of**

**PHOTOGRAPHIC GOODS,  
including**

**CAMERAS, I. & PLATE  
Instantaneous Shutters.**

## THE CHINA MAIL.

The Pekin correspondent of the *Shanghai Mercury* says:—“An Imperial Decree was issued on the 7th July to the Board of Defence and Board of Revenue in connection with the fund to be provided by the eighteen provinces for building railways. The issue of a large foreign loan for the same purpose has also been sanctioned. The representatives of almost all the Treaty Powers here have been busy tendering advice and, directly or indirectly, offering to assist the Imperial Government with reference to the big State loan of £10,000,000, since the edict to the Board of Revenue was issued; but it remains to be seen what will be successful. Our contemporary adds:—‘Negotiations with Foreign financiers are being actively conducted in the capital. Offers of pecuniary assistance are flowing in upon the Imperial Government from all sides, and matters are thereby rendered easy, if not simplified for the Chinese, who have simply to play off each of the obliging friends against the other. It is not probable that the Government will be in a hurry, at the Survey of the Railways, to Kirin, is not nearly completed, yet and it is not likely that any big loan will be arranged for a month or so.’”

The Chinese Times says:—“Professor John A. Churchill, recently employed at the Jiao-tung mines, has been engaged to open two promising silver mines in the south of China, one about forty miles from Canton and the other a few miles from Hongkong. Messrs. Kinder and Cox have returned to Tientsin from their survey of a route for proposed railways in Manchuria. They returned by steamer from Vladivostock, having travelled from Nanchang to Kirin and Moukden and thence to the Russian frontier. The survey made was only of a preliminary character, in order to determine what direction subsequent surveys should take manufactured.”

From our Kobe contemporary, the *Higao News* of the 12th inst., we find that a number of Japanese coolies, one of a crowd of about a hundred Japanese who nearly beat the life out of a British seaman, on the night of the 20th ult., has had the audacity to proclaim for assault the unfortunate man he helped to all but kill—in fact, had it not been for the timely interference of a number of foreign residents, the probabilities are that the man would have been beaten to death. The case was, of course, dismissed, and it was stated that the disgraceful conduct of the native police in the affair, was being investigated by the proper authorities.

“The following,” says the *Poole Echo*, are the tea canoes of each steamer from Foochow as per Consignees’ returns since last reported:—

For London, —	650,232 lbs.
For Continent of Europe, —	22,810 "
For Melbourne, —	1,807,000 "
For S.S. ‘Chingtu’, —	67,252 "
For New Zealand Ports, —	150,131 "
For S.S. ‘Chingtu’, —	52,786 "
For Sydney, —	1,312,798 "
For Adelaide, —	165,200 "
For Canada, —	132,014 "
For United States, —	60,330 "
*S.S. ‘Abyssinia’ Congou	27,157 "
*For transhipment to Hongkong.	

The threatening aspect of the weather on Thursday last, says the *Foochow Mail*, led some apprehension that we were to be visited by a Typhoon. The sky was overcast and the wind high and gusty. Precautions were taken on all sides. On the river, the smaller boats took refuge up the creeks, while the junks threw out extra anchors. On shore, the windows and shutters of the houses were made fast.

The worst fears were somewhat allayed in the event of a typhoon, the receipt of a telegram from Hongkong stating that the Typhoon was passing East of Formosa. It was past midnight before the strong wind abated.

Judging from the wrecks floating down the river, the damage done in the meantime must have been considerable—house materials, broken boats, several coffins and many trees were seen from the Settlement passing down on the ebb tide. From accounts which have reached us since the force of the wind was greater up the river than in this neighbourhood. The villages of Hing-hwa, Hu-chang and Tong Lok suffered severely.

The following items are from the *London and China Express* of June 22:—

The Secretary of the Penjor Mining Company informs us that six bars of pure gold have arrived at the offices of the company, where they may be inspected.

The ninth ordinary general meeting of the Indo-China Steam Navigation Company was held yesterday, when the chairman, Mr. MacAndrews, made a very complete statement to the position and prospects of the company. He pointed out the special difficulties with which the company had had to contend last year, and said that with them they had not been in a position to do much business, owing to the low rates of freight and other causes which were temporary, their position, as shown by the accounts, was a sound one, and he was not at all inclined to take a pessimistic view of the future. The report and balance-sheets were adopted, and the retiring directors re-elected.

As a result of the comparison drawn by the officers of the Empress, flagship of Sir Nowell Salmon, Commander-in-Chief on the China Station, between the offensive and defensive powers of their vessel and that of the Russian flagship *Admiral Nakhimov*, the authorities say the Admiralty and Home Guards Gazette, have determined to add immediately to the armament of the English flagship four additional 6-inch breech-loading guns, two to be mounted forward and two aft; the two to be mounted in the after part of the ship will, however, only be placed on board in time of war, being kept at Hongkong in reserve until needed. Consequently on this decision a similar alteration will be carried out in the armament of H. M. S. *Wasp*, flagship on the Pacific Station.

In connection with the great similarity of these vessels—the Russians call the Empress their “Admiral Nakhimov”—the design from which the *Admiral Nakhimov* was built were obtained from one of the Royal Naval Engineers, of course, a superstitious way, that, with a slight alteration, they were adopted in the construction of this ship. It will be remembered that when first the *Wasp* was put to sea she was heavily armed, and subsequently altered to the present structure of sixteen 6-inch guns. This a margin of weight available which will be turned upon in the very smallest degree by this addition to the auxiliary armament. The Russian flagship is still unengaged.

The Select Committee of the House of Commons on Merchandise Marks, of which Baron Henry de Worms is chairman, met again on June 18, and heard evidence from Mr. Simonds and Mr. Payne, two Customs-house officers, who spoke to the fact of there being imported into this country from Germany large quantities of potato spirit mixed with a very small quantity of rum, which was passed through the Customs without question, because the entry in the bill of lading was made as “rum,” although the contents of it might be potato spirit. Mr. R. Evans, managing director of the Royal Porcelain Works, Worcester, produced for the inspection of the committee specimens of ware made in仿照 the imitations of the Royal Worcester, and bearing marks resembling those appearing on the wares manufactured by his company. He complained of the evasions of the Customs in letting these ware through. He would like to see an amendment of the Merchandise Marks Act providing for a mark of origin. In reply to Mr. Mundella, he admitted that the mark used upon the Worcester china since 1862 was an imitation of the mark upon the celebrated Mandarin china. Mr. Jeffreys, who was appointed to represent the small masters of Shiffield in the pottery trade, said he disagreed with the evidence which had already been given to the effect that the small masters should be obliged to put their own names on the goods they manufactured. He said that it would ruin the small masters if they were forced to do so. It was their pleasure to manufacture blades and so on, for large firms, such as Hardy Brothers, and to put the name of the firm on them. Whereas, if he put Jeffreys’ name on a large firm would not give him an order. By Mr. Mundella, a large firm was sometimes marked with what was known as a “blind” name—that is to say, a fictitious name and address. Broadhurst’s Bill made it penal for any one to mark articles with any other than his own, but witness confided that every master should strike, not necessarily his own, but that of some existing responsible person, upon every article he manufactured.

## CORRESPONDENCE.

## ON TIME BARGAINS.

To the Editor of the “CHINA MAIL.”  
Hongkong, 22nd July.

Sir,—After reading the report of yesterday’s meeting of the Legislative Council I determined to entreat you with a few of my ideas. For some months past, your new columns and those of your contemporaries have frequently had leading paragraphs or correspondence referring to the business of our local sharebrokers. These members of our Community—many of whom are without question honest and honourable men—have been pretty well hammered at, and undoubtedly occasion has more than once been given by certain members of the profession for adverse criticism. All the same I think the brokers have had enough of it, and it is about time to give them a rest. Perhaps if the truth were known principles not brokers should properly bear the blame of many doubtful transactions.

However to the point I’m after. Yesterday the Hon. J. J. Kewell brought in a bill to amend the existing methods of business in the shares of the Colony. The object is a good one, and one that some day will in one way or another be carried out. I.e. the principle involved is that improvement in the case of the Bisto of a certain class of brokers and their unquestionably bad transactions. I shall not enter into a discussion of the method of improvement proposed in the bill brought forward. I may possibly do so later on. Meanwhile since the Council is on the subject of commercial morality, I would suggest that some of our representatives bring in the two following bills:—

‘An Act to regulate the promotion of Companies outside or within the limits of the Colony by Merchants, Capitalists, Lawyers or Others.’

II. ‘An Act to regulate the operations of Promoters or Directors in the shares of Companies which they promote or direct, any operations infringing the Act to constitute a misdemeanour.’

I throw out these suggestions for consideration during the recess, and enclosing my card, subscribe myself an operator and OUSIDER.

## THE OPEN DITCHES.

To the Editor of the “CHINA MAIL.”  
July 22, 1890.

Sir,—May I through you draw the attention of the authorities to the contempt of the public convenience in opening up the roadway from the Cricket Ground to Fletcher Street some three or four weeks ago? and so leaving it a disgrace to the Public Works Department and a constant nuisance and obstruction to the public? If the work cannot go on, why not fill up the trench until the work can proceed. Five dollars or so will open it again, and the trams would not be crushed into hell.

Meanwhile since the Settlement passing down on the ebb tide. From accounts which have reached us since the force of the wind was greater up the river than in this neighbourhood. The villages of Hing-hwa, Hu-chang and Tong Lok suffered severely.

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Mr. Mossop said he did not. Mr. Fraser Smith continuing—On Sunday morning, 22nd June, he called on my house very early, between 8 and 9 o’clock, and said he had got into serious difficulties which would necessitate his leaving the Colony at once. His said he hoped I should not stop him from leaving, and that he would hand over his office furniture and books to me in part payment of my debts, and that he would see that his tailor paid the balance. I tried to persuade him to stop, as I thought any difficulties he had got into he might possibly get out of. He said it was quite impossible. He had risen with me and then took me over to his office and handed over to me the books and furniture, which were removed at once by my servants and his. He had determined to leave the Colony that night.

Mr. Mossop, before proceeding to cross-examine Mr. Fraser Smith, submitted to his Lordship that no claim to the possession of the books and furniture in question had been made out.

His Lordship—Has there been any valuation of these books and furniture?

Mr. Fraser Smith—No, my Lord; but I should say they are worth, at the outside, from five to six hundred dollars. They are of no use to anybody but a lawyer.

His Lordship—The question will have to do with whether you have taken possession of these things under this document or not.

Mr. Fraser Smith—Yes, my Lord; but I should say they are worth, at the outside, from five to six hundred dollars. They are of no use to anybody but a lawyer.

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# THE CHINA MAIL.

[No. 8685.—JULY 22, 1890.]

## REPORT ON PUBLIC WORKS. (Continued.)

### QUARTERS FOR STAFF OF CIVIL HOSPITAL

11. A contract was entered into with Mr Teang Kong on the 13th November last for the completion of the building for the sum of \$42,500. The work is progressing favourably, the walls having now reached an average height of 13 feet above the ground floor.

### SERVANTS' QUARTERS—CIVIL HOSPITAL

12. A contract was entered into on 27th January last with Mr Wo Sing for the erection of this building for the sum of \$6,150. The progress made by the contractor has not so far been satisfactory, and it has been found necessary to take the work out of his hands.

### LUNATIC ASYLUM FOR CHINESE.

13. This building is in course of erection on a piece of Government land immediately north of the European Lunatic Asylum. It is a two-storied building, with basement which may be used as store-rooms and for more tractable cases and quarters for attendants. The contract was entered into on 25th April last with Mr Yeo Hing for \$16,300. The foundations have been completed and the building is now raised to the ground-floor level.

### RECONSTRUCTION OF PIER AT KOWLOON POINT.

14. A contract was entered into with Mr Chan A-long on the 11th January last for the removal of the old pier and the construction of a new one 73 feet in length and 45 feet wide for the sum of \$7,000. This work was completed in May last.

### ADDITIONS TO GOVERNMENT HOUSE—BALL ROOM.

15. Designs for a new Ball Room and accessories have been prepared by Messrs. Palmer & Turner under my direction, and a contract has been let to Mr Yeo Hing for the main structure. The money is now advanced to 23 feet above the ground floor and the contractor is making good progress as the work affords little protection during construction, due to the protection afforded by a huge matched which covers the whole building. The contractor has undertaken to complete the work by the 15th day of March next.

16. The new building will form a wing on the eastern side of Government House and will consist of a Hall, 23m. 60 feet long, 40 feet wide, and 26 feet high on the upper floor. It is approached from Government House by a vestibule and wide flight of steps. To the left is a billiard room and on the right a staircase descends to the basement in which are placed a large supper room, card and smoking rooms, and other conveniences. The estimated cost is \$40,000.

### RECREATION GROUND, HAPPY VALLEY.

17. The improvements estimated to cost \$16,000 for which the sum of \$8,000 to be expended this year was voted by the Legislative Council on 9th ultimo, consisting in the round pond and improving the surface. The work has been commenced. It is in my opinion very desirable that the drainage of this Valley, for which much has already been done, should be completed by improving the watercourse on the west side of the Race Course, diverting it to the westward from near the Grand Stand to a point near the Howlington Sugar Refinery, removing the weirs opposite the refinery and contracting the width of the canal from the refinery to the Harbour. I hope shortly, in consultation with Mr Chadwick (as far as the question of main drainage is concerned) to be able to submit plans embodying these proposals which must tend to improve the sanitary condition of the locality.

### NEW SLAUGHTER HOUSE, EXTENSION OF CATTLE DEPOT AND DEPOSITS FOR PIGS AND SHEEP.

18. A Committee, consisting of The Honourable O. Chadwick, the Colonial Veterinary Surgeon, and the Surveyor General, having been appointed to report on the question of a site for the proposed new Slaughter-House and Depots for Pigs and Sheep, recommended that these should be erected at Kennedy-town immediately to the south-west of the present Cattle Depo.

This site has the advantages of concentrating the depots and slaughter-houses for cattle, sheep, and pigs in one locality. A plentiful supply of water, which is essential for these purposes, can be obtained from the large nullah which traverses this site, supplemented where necessary by the Pokfulam aqueduct. These establishments should be placed under the supervision of a European Inspector, residing on the spot, whose duty it will be to see that the sanitary regulations are strictly enforced. With this precaution, combined with an efficient system of drainage, and an ample supply of water, the sanitary condition of the locality will be amply guaranteed. A survey has been made of the site, and the working drawings of the slaughter-house, and pig and sheep depots, are now in hand.

19. As regards the other public works included in this year's Estimates, I must admit that less progress has been made than I would have desired. This has arisen from various causes, but is chiefly due to the system which appears to have prevailed in the past in including the Estimates of the year all works sanctioned by Government, irrespective of the consideration whether it was feasible to execute them during the year or not. Consequently, I found on my arrival that the list of "Expenditure on Public Works" in the Estimates of 1890 included the arrears of many years. It will be much better in future to include in the Estimates of the year only such works as there is a reasonable probability of carrying out wholly, or at least in part, during the year. Some delay has also been caused to the operations of the Department by the change in the staff incident on the temporary separation of the water and drainage works from the Public Works Department. Now however, that the departmental staff has been strengthened by the arrival of two Executive Engineers (Mr Tocker and Mr Chatham), I hope to be able to make headway with the arrears.

20. With regard to some of these works, I may add that I hope shortly to be in a position to commence the erection of the Police Stations at Aberdeen and Quarry Bay. The question of Public Laundries, and Public Latrines, has been referred to Committee of the Sanitary Board, who have reported in their action may I think shortly be able to carry out the recommendations of the Committee. A site has been selected and plans are being prepared for a new school for the Siu Yip Tsuen District. Plans are nearly completed of the new offices, store-rooms and residence for the Superintendent of the Botanical and Afforestation Department. The reconstruction of the pier at Yaumati can stand over for the present, but instead thereof it is a matter of urgent necessity to construct a new pier at Stone Cutters Island, as the existing one is in the last stage of decay.

### ORDINARY REPAIRS.

21. The Government buildings generally have been maintained in a fair state of repair. It will be necessary shortly however to carry out extensive repairs to the Powder Magazine at Stone Cutters' Island owing to the ravages of white ants.

22. The main streets and roads have been

considerably improved, but their maintenance must be attended with some difficulty so long as the old drains and water pipes are being used. By an arrangement made of late among the editors of the surface of the main thoroughfares in wet weather has been considerably improved.

I have the honour to be, Sir, your most obedient servant,

S. Brown,  
Surveyor General.

The Honourable The Colonial Secretary.

### Mails.

also that the same lode continues north and south from both these mines, and we may therefore quite reasonably expect, in the course of a few years' development, to have a very extensive mine indeed, perhaps containing two and a half miles and continuing a long way beyond it.

There was no further business, and a vote of thanks to the chairman concluded the meeting.—*London and China Express.*

### Mails.

#### PENJOM PAHANG GOLD COMPANY.

The first general meeting of the Penjom-Pahang Gold Company (Limited), was held on the 10th June, at the offices of the company, Mr F. D. Baumer (the chairman) presided. The Secretary having read the notice convening the meeting.

The Chairman made a statement, in the course of which he said:—There is neither a statement of accounts nor a report to be presented at this meeting, and it is only necessary for me to make a very few remarks as to what has been done by the directors since the company was formed; but of the total capital of the company of £100,000 I may state that £15,500 have been allotted, and arrangements made for placing within a limited period the balance of £30,420 shares, thus ensuring the necessary working capital by the time we will want to expend it. In consequence of the distance between our headquarters here and the mines in Penjom and the headquarters of the parent company in Hong Kong, you will quite understand that it is not possible for me to carry on negotiations, but I have the pleasure of stating that the £5,000 which was agreed to be paid to the vendors has been paid, and arrangements have also been made for paying them the expenses which have incurred in carrying on the mines since September last, when they handed them over to your company. I was in hopes of being able to announce that the transfer had been fully completed. Every condition had been complied with by this company, and we are hourly in expectation of hearing by telegram that the transfer is effected. The directors have good reason to believe that they have acquired a very valuable property, and, as the mines are well developed, the shareholders will not have long to wait for tangible results. Two of your directors are now in Pahang looking after your interests, and the reports that have already arrived from them are very satisfactory, especially as to the Jais Mine, which promises to be extremely valuable. Your directors have secured the services of Mr H. M. Becher, who is present to-day. He has a thorough knowledge of these mines, and I hope he will be able to corroborate what I have stated as to their value. He will proceed out by mail-to-morrow, and immediately upon arrival will carry on the work of developing your property, and especially the Jais Mine, as rapidly as possible. He will do so on application at the Company's Office.

This Steamer takes Cargo and Passengers for MAKAR LLES.

E. L. WOODIN,  
Superintendent.

P. & O. S. N. Co.'s Office,  
Hongkong, July 15, 1890. 1268

### NORDDEUTSCHE LLOYD.

#### NOTICE.

#### STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA.

#### ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIc PORTS;

#### ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

#### THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

#### N. B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

#### O. WEDNESDAY, the 30th day of July, 1890, at 4 p.m., the Company's Steamship SAO JOAO, Capt. K. V. GÖSSL, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accompanied in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 30th Instant, 1890. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, July 18, 1890. 1285

### U. S. MAIL LINE.

#### PACIFIC MAIL STEAMSHIP COMPANY.

#### THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUGHTON AT YOKOHAMA AND SAN FRANCISCO.

#### THE U. S. MAIL Steamship CITY OF RIO DE JANEIRO will be despatched to SAN FRANCISCO, via KOBE, YOKOHAMA and VICTORIA, B.C., on TUESDAY, the 12th August, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

To be followed by the S.S. CHINA, 4th August.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to SAN FRANCISCO, VICTORIA, B.C., and PORTLAND, O, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Domingo, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 6 p.m., same day; all Parcel Packages should be marked to address in full; value of name is required.

Consular Invites to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes addressed to the Collector of Customs at San Francisco.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares:—

To San Francisco ... ... ... \$112.50

To Victoria ... ... ... 112.50

Other European points at proportionate rates.

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Other European points at proportionate rates.

Passenger by this Line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages should be marked to address in full; value of name is required.

Consular Invites to accompany Cargo destined